

No. 17,406.

WASHINGTON, D. C., THURSDAY, MAY 21, 1908-TWENTY-TWO PAGES.

TWO CENTS.

TERRIFIC CRASH KILLS AND MAIMS Sharply Questioned as to Let-

Many Victims of Train Wreck Near Antwerp.

Worst Railway Catastrophe Ever Recorded in Belgium.

NOT A PASSENGER ESCAPED

Station at Contich Converted Into a Temporary Morgue and Hospital. Engine Jumped the Track.

0:06 o'clock this morning at Con- court. and the wounded at over one hundred. Up to 4 o'clock this after- Frank H. Platt, a son of the senator, noon thirty-eight dead and seven- was the next witness. He identified a letter which, he said, had been handed ty-nine wounded had been re- to him by his father. The letter was moved from the wreckage.

ANTWERP, May 21 .- The worst railroad catastrophe ever recorded in Belsoutheast of Antwerp, this morning, when shall at once bring the matter before because of a misplaced switch the Antwerp express, running fifty miles an hour, crashed into a train loaded with pilgrims on a siding

Every car of the pilgrim train, excepting the foremost one, was telescoped. The cars were literally ground to pieces, and practically all the passengers were either killed or badly injured. Thirtyeight dead people already have been removed from the wreck, and succor is being extended to more than 100 injured. Surgeons, doctors and nurses arrived

early from Antwerp at the scene of the wreck. Shrieking and helpless wounded persons are still pinned under the debris. gars description.

Station Becomes a Morgue.

The station at Contich has been converted into a temporary morgue and hospital and is rapidly filling up with the dead and wounded. Everything possible is being done to alleviate the suffering of the injured. All the clergy and physicians of Contich and the soldiers from the neighboring barracks are taking part in the work. In addition to the surgeons who hurried down from Antwerp, an ambulance corps from Amiens also is on the scene.

It now appears that the locomotive of the express train jumped the track and plunged into and completely wrecked the last three passenger coaches of the train on the siding. This train was carrying an excursion of pilgrims to a local shrine.

Collision Occurred at Depot. The collision occurred at 9:06 a.m., just

as the express from Antwerp to Brussels was entering the depot at Contich. The train loaded with pilgrims was bound The work of extracting the dead and

wounded from the debris appalled even the stoutest of the rescuers. Many of the bodies had completely lost all human shape and were reduced to pulp, heads, arms and legs having been ground off by the wheels and scattered through the wreckage. Three decapitated bodies were found twenty feet from the track.

Up to f o'clock this afternoon thirtyeight dead and seventy-nine wounded had been recovered. The occupants of the cars were mostly workmen and peasants. Brussels as rapidly as possible. Three of the wounded already have died. Women Among the Dead.

There are several women among the

dead. A second-class coach was overturned by the force of the impact. The bodies of per interviews. I thought that probably the wounded were so pinned down by she wouldn't stay bought, so I kept the wreckage that the rescuers had to make letters which I thought pointed out that by both employers and employes.

The signal man at Contich saw that his Mr. Stanchfield introduced depositions switch was not working just as the and witnesses accompanied by many intwerp express came thundering down books and documents to show the line. He leaped from the window large certificate presented by the plaintiff of his signal station and heroically ran could not have been in existence at the down the track toward the oncoming time of the alleged marriage. The certifi- Last of the Supply Bills May Be train, waving a red flag. His effort, how- cate offered by her in evidence was manuever, was too late to avert a disaster. factured by the E. & J. B. Young Com-The engineer and the fireman of the ex- pany, and has the words "one thousand press train were killed outright.

SIX SUFFRAGISTS ARRESTED.

Twenty Raid the Official Residence of Premier Asquith.

Special Cablegram to The Star. LONDON, May 21.-Twenty suffragists raided the official residence of Prime Minister Asquith, in Downing street, this morning and sent in a written demand for a more definite statement upon the government's intentions as to woman suffrage than Mr. Asquith made in the House of Commons yesterday.

Six of the women were arrested and charged with obstructing a public street. Among those arrested was Miss Maloney, who gained fame in Dundee recently by preventing Mr. Churchill from addressing an open-air meeting by her persistent case must be hurried along. ringing of a large hand bell.

quith's doorstep, but they returned and by her, which she did not want to do.

PLATT'S SON WITNESS

ters in Wood Case.

WHY THE CASH WAS PAID

38 BODIES ARE RECOVERED To Save Father Embarrassment on Eve of Marriage.

THE WEDDING CERTIFICATE

Much Testimony on the Genuineness of the Printed Form-Justice

Insists on Haste.

Special Dispatch to The Star. NEW YORK, May 21.-In accordance with the order of Justice O'Gorman that the taking of testimony in the Platt-Wood A railroad accident of unprece- suit must end today, no matter how late dented horror in the annals of Bel- the court had to sit, the attorneys for both sides were on hand half an hour gian train disasters occurred at before the time set for the opening o

tich, a station six miles southeast | Miss Wood, who did not appear in the of Antwerp, on the main line. An courtroom all day yesterday, was in express train from Antwerp to said to be due to a slight indisposition. Brussels crashed into a train The first witness called by Mr. Stanchloaded with pilgrims on their way field in behalf of Senator Platt was Lawto a local shrine. This train was rence Hills, a reporter for a New York standing on a siding. Several of at the Manhattan Hotel in October, its cars were telescoped and shat- 1903, when she said that Mr. Platt's tered to matchwood. The total matrimonial affairs were of no interest to number of dead is placed at fifty her, and declined to make any statement regarding a proposed breach of promise

from Howe & Hummel, and read "Thomas C. Platt, Esq.:

"Dear Sir-We are about to bring an action in behalf of a young lady, the particulars of whose case you are familiar with. Unless you arrange for a conference with us before tomorrow noon we HOWE & HUMMEL." the courts.

Conference With Hummel.

Frank Platt said that after his father turned the letter over to him he saw Delancey Nicoll, and a conference was arranged with Mr. Hummel. "At the conference," said Mr. Platt,

Hummel said that he was about to bring an action for breach of promise." "At this interview with Mr. Hummel did the latter produce certain letters and documents purporting to be from your father?" asked Mr. Stanchfield. "He did," replied Platt. "He had several letters, three sets of typewritten copies of these: several newspaper proof sheets, photographic negatives of letters.

"In that interview was the amount of money required for the release discussed?" "It had been arranged previously by Mr. Nicoll. It was \$10,000. I handed that amount to Mr. Nicoll and he handed it to Mr. Hummel "Did you read the letters?"

"What disposition was made of the package containing the letters?

Destroyed Some of the Letters. "I left them in my desk for a time. Later I reread them and destroyed all except a half dozen which have been filed with this court."

Mr. Stanchfield handed Frank Platt the typewritten. "Little-bride-to-be" letter. 'Was there a letter in language or substance like that delivered up to you by Mr. Hummel?'

"There was not. Similar denials were made of the "My dearest Mae." the "My dear May-June-November bride" and other letters. None of the letters or papers handed over by Mr. Hummel, Frank Platt said. contained any reference to the alleged marriage, nor any reference on the subject of marriage between the plaintiff and he defendant.

In cross-examination Mr. Le Barbier in these letters?"

How He Addressed Her. "She was generally addressed 'Dear

May, 'Dear Catherine' and I think once or twice 'Dearest.' I don't recall any particular instance of the use of the more endearing terms." "How were they signed?"

generally signed merely with initials." Were any of these letters improper? Yes, but not particularly so. "Why, if there is nothing particularly improper about these letters, was the sum

Mr. Platt hesitated only a moment. "My father was about to marry again. The wounded persons are being trans- suit such as this woman threatened would ferred from Contich to Antwerp and have been very embarrassing at the time. We paid the money to get rid of the an-"What was your object, Mr. Platt, in

of \$10,000 paid for them?"

destroying some of the letters and keeping

Kept Being 'Interviewed.

"The plaintiff kept on making newspathere had been no engagement."

of this kind were not printed for the

cates exactly like that shown by Miss committee are \$457,363 for pay for the Wood would be lithographed by the navy \$40,000 for the expenses of the tuprinters for any other firm. Therefore berculosis congress to be held in this city. cates of this character to be obtained penses of the Senate, and \$264,375 for the previous to 1902. The plaintiff alleges payment of audited claims against the that she was married to Senator Platt government in 1901, and that he gave her the cer-

tificate in that year. Immense Amount of Evidence.

amount of corroborative evidence to offer on this point, and Justice O'Gorman interrupted him to urge that the Mr. Stanchfield then offered a long

When Mr. Asquith sent out to his deposition from Thomas Porter, an callers a message that there was no an- Omaha newspaper man, who interviewed senger Cummings was killed. . Fireman swer to their communication, the women Miss Wood, and who says that she told Cody was fatally injured. began making speeches. Finally the him that she was "afraid Senator Platt police persuaded them to leave Mr. As- would beat her out by agreeing to martook possession of a motor car that was In order to hasten the proceedings baggage cars jumped the track and turn-standing in Downing street and began Mr. Stanchfield suggested that he read ed over. Three passenger coaches left ner, director of the Rockefeller Institute of th making more speeches. The arrests fol- only portions of the Porter depositions. the rails, but remained upright. No pas- for Medical Research, New York; Dr. morning and anchored in the harbors of posal as submitted by the Cranford Com-Miss Wood's counsel objected strongly sengers were injured.



THE NATIONAL GAME IF THE WEATHER DOES NOT REFORM

to this method of proceeding, but it was finally agreed upon, as Justice O'Gorman insisted that the taking of testimony must be completed today Several minor depositions were not

read, but were merely filed with the MR. LILLEY'S COUNSEL COMcourt, which took a recess at 1 o'clock.

WOULD FILL THE JOB

W. G. CONRAD COMMENDED FOR VICE PRESIDENT.

Booming Mr. W. G. Conrad for vice president on the democratic ticket, Mr. Allen S. Towson is in this city today in conference with Senator Damel. Mr. Towson is a New York business man. but a Virginian by birth and at heart.

He stated today that the southerners in New York numbering about 75,000, had held meetings for the purpose of putting a southerner on the ticket, and, although it was out of the question to consider the head of the ticket, they ing of a most remarkable investigation. would be well satisfied if the south was represented in the vice presidency. "Eighty per cent of the vote cast by

the democratic party is the southern vote." he says. "I mean it is cast by southerners living either in the south or seem, hold Lilley responsible for it. They by those who have moved away, but who have overdone the matter. still have the democratic principles at heart.

"For that reason we believe it is high time that the south was represented on ods, I can see no ground for difference of the ticket, and we believe we have the asked, "How was the plaintiff addressed can point and say, There is a southerner and a man who has made a business suc-

man in Mr. Conrad to whom the south cess by legitimate methods. Conrad the Choice of New York The men interested in New York are typical southerners, who have always

kept in touch with the interests of their its chairman, on the day following the states. They have carefully looked over one when Mr. Lilley and Capt. Hobson the entire field, have held conferences "Most of them were brief notes of in- with the leading men of the party, and vitations to dinner or to meet him, and now that they have chosen W. G. Conrad they state that no matter who heads the ticket they will work for it night and day Montana, still maintains a home at Berryville, Va., and spends several months of each year there. He left Virginia for the west when very young and has risen steadily through purely mercantile efforts to a position at the very top of the list.

As a fur trader, cattle dealer, ranch owner or banker he has always made the greatest success. He is known in every western state through his extensive banking acquaintances and cattle operations. He is a friend of labor is well as capitalist and has frequently been called upon to act as arbitrator Politically Mr. Conrad is said to be 'Simon-pure democrat" and the recog-

nized leader of his party in Montana. REPORTED TO THE SENATE.

Passed Today.

Senator Hale today reported to the Sennine hundred and --," a blank space be- ate the general deficiency bill, which is ing left following these words. Certificates the last of the big annual supply bills Young company, according to evidence to be considered, and he gave notice that thousand nine hundred —," the word \$1,040,488 over the amount of the bill as to analyze the report. The several witnesse swore that no it was passed by the House. The princiother lithographed marriage certifi- pal items of increase made by the Senate t would be impossible for any certifi- \$82,968 for the pay of salaries and ex-

WRECK ON SOUTHERN PACIFIC. Mr. Stanchfield had an immense One Killed and Another Fatally Injured at Pinole, Cal.

OAKLAND, Cal., May 21 .- The second section of Southern Pacific train No. 16, known as the Oregon express, was wreck- on "The Relation of Atmospheric Air to ed at Pinole last night. Express Mes- Tuberculosis."

The wreck, it is said, was caused by a broken rail. The engine, express and

"PRODUCT OF PASSION"

MENTS ON THE REPORT.

NORWICH. Conn., May 21 .- Frank T. Brown, counsel for Representative George L. Lilley in the submarine boat investigation, has given out the following comment on the report of the House committee investigating Mr. Lilley's charges relative to the Electric Boat Company:

"I have not seen the entire report, but I have read the committee's conclusions. The number is 23, whether by accident or design I do not know. They have a good deal to do with Mr. Lilley, and very little with the Electric Boat Company. They fail to cover all the ground gone over in the investigation, but, generally speaking, they acquit the accused and find the prosecuting attorney guilty. It seems to me that they are a fitting end-They appear to be the product of passion

instead of calm judgment. The members of the committee are smarting under the criticism which they have received at the hands of the public and the newspaper press, and, it would

"While people may fairly disagree on what has been proved by the investigation and what might have been proved had it been conducted by different methopinion on the question of purity and disinterestedness of Mr. Lilley's motives. do not care to take up the conclusions in detail, but would say in respect to the second, third and fourth, which are n substance that Mr. Lilley had no information to justify his charges and did not introduce his resolution in good faith. that that conclusion is singular in view of the fact that the committee, through testified, announced, as reported in the press, that Mr. Lilley had made out a orima facle case. Ordinarily a man who who can make out a prima facle case is not charged with bringing it in bad faith. It is a pity that an investigation which ought to have accomplished so much either in the way of establishing the guilt of a corporation which has been so large ly a beneficiary of the United States government or of proving its innocence and clearing it of suspicion, should have

such a lame and impotent conclusion." HOUSE ADOPTS REPORT.

Committee's Conclusions as to Representative Lilley Indorsed.

The House of Representatives, by a vote of 157 to 82, yesterday afternoon adopted the report of the Boutell special committee on the submarine investigation instigated by Representative Lilley of Conthat Mr. Lilley should be expelled from of paper?" the House, and he supposed that the special committee would have recommended such action had not the Connecticut representative been ill.

No member of the committee controverted this statement, and it is generally accepted as expressing the facts of the situation. Most of the eighty-two mem- prices?" bers who voted against the adoption of the report did so, it is understood, on the ber. given today, until 1902. Until that year he would ask the Senate to take it up ground that they should have been given the certificates were printed from a litho- for passage later in the day. As reported, more time to familiarize themselves with graph stone which bore the words "one it carries \$18,384,811, an increase of only the testimony before the committee and

The reading of the report in the House vesterday occupied four hours' time, and it was the longest document laid before that body this session. The resolution approving the report was offered by Majority Leader Payne.

FOR THE BEST TREATISE. Prize Offered by the Smithsonian Institution.

The Smithsonian Institution has offered, in connection with the international tuberculosis congress, to be held in Washington in September, a \$1,500 prize, under the Hodgkins fund, for the best treatise mally welcomed by Mayor J. P. De Mat-

The prize will be awarded by a committee appointed by the secretary of the institution, in conjunction with the of-George M. Sternberg, surgeon general, Port Angeles and Port Townsend.

U. S. A. retired: Dr. Herman Biggs of the New York department of nealth; Dr. George Dock, University of Michigan; Dr. William M. Davis, Harvard University, and Dr. John S. Fulton, secretary general of the international congress on uberculosis.

CAN'T GET MUSICIANS EFFECT OF RESTRICTING THE

BANDS IN THE NAVY.

Officers of the navy view with some apprehension the effect of that clause of the naval appropriation bill just approved by the President which provides that "navy bands" shall furnish music only for official purposes and shall not accept bidding. outside engagements to play where they are placed in competition with local civilian musicians. It is predicted by some naval officers that this prohibition will have a disastrous effect on naval music owing to the small pay which naval musicians receive. The best paid receive \$32 a month, and experience has shown, it is stated at the department, that musicians cannot properly clothe and support themselves and their families on that income. In consequence of this small pay, it is stated, the best musicians are leaving the service, and it is difficult to obtain competent substitutes. With the rates of pay of good musicians prevailing in civilian employment, it is declared that if the navy wants reasonably good musicians it will have to increase their com-

pensation. The band at the Naval Academy is spe cially exempted from this provision of The reason for this is that the members of that band are civilians hired for the purpose, while the members of purely "navy bands" are enlisted men. Although the question has not been formally presented to the Navy Department, all officers of the navy and Marine Corps questioned on the subject agree that as the law specifies "navy bands" which are integral parts of the naval service, its provisions do not apply to the Marine Band, which, they assert, is an entirely distinct organization, being attached to the Marine Corps and not to the navy

INCREASED PRICE OF PAPER. Denied That There Has Been an

Agreement of Manufacturers. A. G. Paine, jr., of the New York Paper Company, who was on the stand yesterday when the House wood pulp and print paper committee adjourned, was recalled when the committee met today. He was questioned closely as to the different meetings held by the manufacturers of book paper, as to whether or not these meetings were for the purpose of

agreeing upon prices. "Was there not a general understandnecticut. John Sharp Williams declared ing that you would have to raise the price "That was my understanding."

Was not there a general agreement, price of paper?" "There was not." "Was not the question discussed at

these meetings that under the Sherman anti-trust law it was illegal to enter Commissioners and will testify later. formal contract to advance "It might have been: I do not remem-

"Was not the distinct statement made at these meetings that you did not promake it over and over again. They have discussed the law as applying very heavily on paper manufacturers.

REACH BELLINGHAM BAY. Part of Battleship Fleet Arrives on Washington Coast.

BELLINGHAM, Wash., May 21.-Eight ships of the battleship fleet, flying the double star pennant of Rear Admiral bay at 11 o'clock today and were for-

The division of the fleet which arrived here was composed of the flagship Connecticut, the Rhode Island, Louisiana,

DENIES THE CHARGES TRACKS TO UNION

J. H. Cranford Testifies in "Favoritism" Investigation.

PAYS TRIBUTE TO FERNALD

Contradicts Statements by Preceding SIMS Witnesses.

SIDNEY BIEBER WILL APPEAR

Mr. Macfarland Announces That Light Is to Be Thrown on Alleged \$25,000 Offer.

Joseph H. Cranford, president of the Cranford Paving Company, which is alleged to have received favors in the way of contracts from the District engineer department, such being part of the charges preferred by the Brennan Construction Company which are being investigated by the District Commissioners, testifying today, denied the charge. He contradicted statements of several of the other witnesses.

The name of Mr. Cranford and that o his brother, Percy, were included in the orneys Douglas and Baker, for the Brennan company, to be summoned to testify When Commissioner Macfarland announc would testify Attorney Baker explained that he had placed the Cranfords on the list merely as a means of securing their attendance, in order that they might hear anything that might be said about them by the other witnesses.

Witness Not Interrupted. At the suggestion of Attorney Flannery, for the Cranfords, the Commissioners agreed that Joseph Cranford be permitted cross-examination until he had completed his natration. Mr. Crapford commenced by saying he has been engaged in the as- followers, including practically all the phalt and paving business in the District democrats and a number of republicans, for twenty years, and that during that endeavored, but unsuccessfully, to put period he had almost daily come in contact with officials of the various departments of the District, and that during the fifteen years he had known Fernald in business way he had always respected and liked him and had known him to be straightforward and honest.

"Why, I believe Charlie Fernald to be straight as a die." Mr. Cranford said. 'And as for Mr. Hunt, the engineer of highways, whose name has been frequent- with the action of the House today. y mentioned here and against whose inegrity insinuations have been made, I cally unanimous approval of the want to say a better or more honest man ple of the District, who, as has been never lived. He is a warm personal friend of mine, and God never put the interested in getting tracks to the Union station and additional facilities breath of life in a cleaner or squarer

"At the time Brennan, Beal, Smith and Bradley were making plans for this investigation, and when Hunt's name was nentioned, I told Bradley that I would rather have my right arm severed than e a party to such a thing." Mr. Cranford added: "Regarding the favoritism charged by Brennan, such a charge is abthe award of contracts after competitive

Receives Information From Bradley. "At the time this investigation was commenced informally Joseph Bradley of the Columbia Sand Dredging Company, who testified here several days ago, told me all that was going on and incidentally re- interstate commerce commission, as well marked that Brennan had said that Fer- as a provision to compel the local street nald had told him that Fernald had re- railway companies to run clean, sanitary, ceived \$6,500 from Mr. McDermott of the properly equipped cars at regular inter-McDermott, McMullen Construction Com- vals The extension in question, which pany, \$1,000 from Jack Wainwright and the local traction companies had not money from other contractors. I asked asked for and did not want, would cost Bradley what I had to do with it, and he the Capital Traction Company \$1,400,000 replied that I had a good deal to do with and the Washington Railway and Elecit and that he would teil me later. He tric Company, \$450,000, a total of \$1,850,000. said Brennan was going to make a searching investigation into the engineer to do this work or that they were askdepartment and that if he didn't get sat- ing us permission to do it?" isfaction from the Commissioners he proposed to take it to the President, whom, Bradley said, is a warm friend of Brennan's.

"I told Bradley," Mr. Cranford remarkest or affect me in any way and he could plied that they were not. go on with it.

Explains Proposed Combination. Mr. Cranford then explained the state ment made by O. H. Perry Johnson, secre-

Cranfords had attempted to induce the Brennan company to form a combinain "to boost prices and make the Disrict pay more for its street work." from Mr. Johnson's testimony," Mr. Cranford said. "It is true Mr. Brennan and so as to do away with the cutthroat game we had been playing against each other. I had been running my plant at a of the bill like that providing for universal loss for a couple of years, and I asked transfers. Brennan if he had not come out a loser by his short and low prices to get work and he said it was true. My idea was to consolidate so that we could cut down expenses and bid for a reasonable profit. 'Regarding Mr. Johnson's statement resterday that Sidney Bieber had gone to him and offered \$25,000 for the Brennan Company to keep aloof from the street paving contract of 1907, I know absolutely nothing," the witness added. "It was a shock to me when I heard it for the first however, that if Bleber did then, that each one would advance the Brennan Company and offer money he could ever be enacted by the Congress did not go as the representative of my of the United States, but he was called company. He can testify to that," Mr. Macfarland at this point said that

Paving of First Street.

of 1st street, which contract was awarded and was loudly applauded. to the Cranford Paving Company and pose to put yourself into a position where which was the subject of a protest by the mission had to be charged with the you could be prosecuted under that law?" R. J. Beall Construction Company, the regulation of the street railways of the "I could not say I heard it made at the bid of which was \$5 higher than that of National capital.

as alleged. he said, "were made by my day on which the bids were to be opened. On that night I asked my brother if he did not consider the proposed bids as being too low. I requested him to wait them. This he agreed to do. The next morning he said he believed our company Sperry, dropped anchor in the Bellingham | would be safe in doing the work for the amount called for in his proposal and that he intended submitting the bids im-

Replies to Insinuation.

"In answer to the insinuation." the witness continued, "that Fernald had Vermont, New Jersey, Kansas, Nebraska opened the other proposals, thereby letting ficers of the congress, and consisting of and Virginia, carrying 428 officers and my brother know the figures of the other Dr. William H. Welch of Johns Hopkins 7.000 enlisted men. The remaining ves- bidders, I desire to say that it is ground-(Continued on Second Page.)

STATION ASSURED

Weather.

Showers tonight and Friday.

Fresh winds.

Conference on the Bill Adopted by the House.

Agreement Ratified by a Vote of 164 to 122.

DROP UNIVERSAL TRANSFERS

Practically All the Democrats and a Number of Republicans for the Proposition.

By a vote of 164 to 122 the House of Representatives today agreed to the conference report on the Union station permanent trackage bill. The main features of this agreement, which has heretofore been published in deist furnished the Commissioners by At- tail in The Star, are tracks to the Union station, a cross-town line, supervision by the interstate comed this morning that Joseph Cranford merce commission, and a provision to compel the railroad companies to run modern sanitary cars at regular intervals.

> The comparative closeness of the vote in favor of adopting the conference report on the Union station track bill was due entirely to the fight made by advocates of the universal transfer propotion, led by Representative Tennessee. The conferees struck out the universal transfer provision from the perfected bill, and Mr. Sims and his it back. During the debate on the conference report, which lasted one hour, Mr. Sims made a rather sensational remark, saying, "Thank God, I am glad there are some members on the floor who do not bow and cringe every time a corporation cracks its whip.' There seems to be pretty general sat isfaction at both ends of the Capitol which is expected to meet with practiknown for some time, are much more

and improved service than they are in getting universal transfers. Report Called Up.

Chairman Smith of the House District committee called up the conference report and said he would move the previous question in one hour. The Speaker announced that this hour would be disolutely groundless. My company has announced that this hour would be dinever been the recipient of favors except vided equally between Mr. Smith and Mr. Sims of Tennessee, the only one of the

three conferees who did not sign the re-In a brief speech Mr. Smith urged the adoption by the House of the conference report. He said the House conferees had succeeded in securing some substantial concessions, including the provisions for a cross-town line and supervision by the "Did you say were were asking them resentative Underwood of Alabama

"We are asking them," replied Smith. Mr. Cushman of Washington then inquited if the two local companies were ed, "that the investigation did not inter- under one ownership and Mr. Smith re-"Then how can you demand that they exchange transfers, these companies being unrelated?" asked Mr. Cushman.

port to the House he had already called attention to the possible unconstitutionaltary of the Brennan company, during the ity of any universal transfer legislation session yesterday, to the effect that the that Congress might enact. Judge Norris of Nebraska asked if the Interstate Commerce Commission would have time enough, with all its other du-

Mr. Smith replied that in a previous re-

"It ties, to properly look after the local railwould be easy to get a wrong impression way companies and Mr. Smith replied that he thought it would. Representative Madden of Illinois, au-Mr. Johnson and myself talked about thor of the original universal transfer forming a combination of our two plants provision, told the House that he regretted that the House conferees had found it necessary to yield on important provisions

Styled Brazen Effrontery.

"The brazen effrontery with which the street railway companies of this city dictate the policy under which they shall operate surpasses the impudence of any street railway corporation I have

ever known," he declared vehemently. Mr. Madden then started to quote from senators' utterances on the floor of the Senate recently to the effect that no time yesterday in this room. I can say, legislation except such as was desired by the local street railwa to order by Speaker Cannon at the suggestion of Majority Leader Payne, but Mr. Bieber had been summoned by the Mr. Madden steamed right ahead, and while Mr. Payne yelled for order and Uncle Joe banged the sounding board of his desk with his gavel he managed Regarding the proposals for the paving to get in the remark above mentioned

Mr. Madden also wanted to know what business the interstate commerce com-

meetings. I have heard manufacturers bid of which was as higher than that of National should be supervised by those the cranford company, Mr. Cranford "They should be supervised by the cranford that the cranford that the cranford the cranford that the cranford that the cranford the cranford that the cranford the cranford that the cran stated emphatically that there had been who conduct the affairs of this city," he no collusion between himself and Fernald, said, "and it is an insult to the intelligence of this House to bring in such a "Our proposals for the work in ques- regulation provision as we have offered to us today. The kind of regulations brother Percy the night preceding the these local traction companies need is to compel them to have air brakes on their cars, and to run clean cars on regular schedules. With these antiquated hand brakes that are now on all the cars in until the next day before submitting this city you can't get on a street car without being thrown on your face every time the motorman stops a little suddenly. And some of the cars running around town now look as if they had been built from discarded fragments of Noah's ark. The people here are entitled to respectable service, and respectable service cannot

> terstate Commerce Commission. "And these local traction companies say they cannot afford to give universal trans. fers? Perhaps not, but they can afford to pay dividends on four-times watered stock." (Applause from both sides of the chamber.)

> be secured through regulation by the in-

Conferees Commended. Representative Small of North Caroline